The Real Urban Emissions (TRUE) Initiative City Symposium

London, June 2018
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Office of Christophe Najdovski, deputy mayor in charge of mobility
Paris and his region

**Ile-de France Region:**
- 11 millions inhabitants, 12 000km²,

**Paris metropolitan area**
- 9.6 millions inhabitants, 2600 km²,
- 4.5 millions of cars, 600 000 light goods vehicles
- 128 millions de km per day,
- 800 km of motorway

**City of Paris**
- 2.2 millions inhabitants,
- 105 km² (20 000 inhabitants/km²)
- 1.7 millions of jobs

At the regional level, each day, 41 millions of individual travels

In Paris :
- • 8 M of travels Paris – Paris
- • 3,1 M of travel metropolitan area  – Paris
- • 1,5 M of travels region - Paris

Cars : 21% in 2001, 13% in 2010
Environmental context

- **NO2**: 1.6 million inhabitants
  - = 1 Parisian over 2
  - > 40µg/m³
- **PM10**: 300 000 inhabitants
  - > 35 days above 50µg/m³
- **PM2.5**: 11.5 million inhabitants
  - = 95% of the region
  - > 10µg/m³ from WHO
- **O3**: health protection threshold exceeded in the whole region, every year
  - > 120 µg/m³, 8h average
Action is needed in densely built-up areas

- Illustration with a line drawn from West to East across the metropolitan area

PARIS - 2015
NOx emission
- Road traffic: 74%
- Heating: 15%

PM emission
- Road traffic: 42%
- Heating: 42%
Pollution mitigation

1. **Peak period: emergency action**
   1. Information measures
   2. Alert measures

2. **Daily pollution: how to reduce emission due to transportation?**
   - LEZ: restrictions for most pollutant vehicle
   - Mileage reduction: more public transport, more space for cyclist, pedestrians, less space for cars
Air Pollution : Actions

**Low Emission Zone**
Since January 2017

**Clean Bus Plan for 2025**
Transport operator RATP

**Cycling Plan 2015-2020**

**Urban projets**
Pedestrianization of the Seine river bank, urban projets on renewing several Parisian squares, pedestrianization of quarters or streets for the week-end...

**Paris exemplary**
No new diesel car bought by the city since 2014. Global reduction of the fleet. The fleet will be without any diesel vehicle by 2020.
A recent national framework for LEZ

French law, voted in August 2015, has created low emission zone in French legislation.

It’s a mayor policy power.

LEZ can be implemented after a public consultation (impact evaluation, benefits)

Identification is based on stickers: Crit’Air

(Vignette instaurée par décret du 23 juin 2016)

https://www.certificat-air.gouv.fr/

cost: 4,18€
### PARIS Low Emission Zone

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<th>HGVs</th>
<th>CARS</th>
<th>Two Wheels</th>
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<td>Buses &amp; Coaches</td>
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<td>Sept - 2015</td>
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<td>July - 2016</td>
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<td>July - 2017</td>
<td>&lt; Euro 4</td>
<td>&lt; Euro 3 diesel</td>
<td>&lt; Euro 1</td>
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<td>April - 2019</td>
<td>&lt; Euro 5</td>
<td>&lt; Euro 4 diesel</td>
<td>&lt; Euro 1</td>
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<td>&lt; Sept 2009</td>
<td>diesel &lt; janv 2006</td>
<td>&lt; juin 2004</td>
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<td>&lt; janv 2011 petrol</td>
<td>&lt; juin 2017</td>
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Urban projects: some examples

**Pedestrianization of the river banks of the Seine**

Pedestrianization of the left river bank of the Seine in 2012. Pedestrianization of the right river bank of the Seine in July 2016 (3.3 km), creating a new park in the center of the city (« Parc Rives de Seine », « River of the Seine Park »).
Urban projects: some examples

Parisian squares
Projects on seven central parisian squares: Nation, Bastille, Panthéon, Madeleine, place d’Italie, place des Fêtes, place Gambetta.
The objective is to rebalance public space towards pedestrians and cyclists, to vegetalise, to test new urban furniture...
Urban projets : permanent pedestrianization
Urban projects: temporary pedestrianization

Paris Respire each week
Urban projets : temporary pedestrianization

Car free Champs Élysées each month
Urban projects: temporary pedestrianization

Annual car free Day
An ambitious Cycle Plan 2014 - 2020

- Double the total length of bicycle lanes (from 700km to 1,400km)
- Create a cycling express network to cross Paris from N. to S. and from E. to W.
- Resorbing urban cuts (river Seine, railways, ring road..)
- Offering a cycling continuity between Paris/closed suburb (Paris’s gateways)
An ambitious Cycle Plan 2014 - 2020
Our challenge:

Gaining public acceptance for restricting car use
Despite air quality issues are shared across the world by large cities, despite alarming press release
It is still difficult to get public acceptance that fossil engine contribute to pollution....
What we expect from TRUE?

1- Increasing public awareness

2 - Providing independent and truthful information about urban vehicle emissions

3 - Participating to a worldwide initiative
Thank you for your attention